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Wonderland Junior

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WONDERLAND
JUNIOR.

This little book is compiled in order to give tourists and pleasure seekers information regarding the principal points of interest along the line of the Northern Pacific Railroad, rates, routes of excursion tickets, etc., in a condensed form. For more detailed information see the tourist book "Wonderland," "Alice's Adventures in Wonderland," and other publications.

NORTH PACIFIC COAST EXCURSION RATES.

An $80 round trip excursion ticket is on sale daily at St. Paul, Minneapolis, Duluth, Superior and Ashland, and by all eastern lines, to Tacoma, Portland or Victoria.

ROUTES: Tacoma, Portland or Victoria tickets good going via the Cascade Division of the Northern Pacific, returning via the Columbia River Line, or, *vice versa*. This gives the tourist two routes and enables him not only to view the magnificent scenery of the Cascade Mountains and grand old Mt. Tacoma, with its glaciers and snow crowned crest, but also takes him along the shores of the matchless Columbia River.

Portland tickets good going via either of above routes, returning via Union Pacific Railway to either Omaha or Kansas City.

Portland, Tacoma, or Victoria tickets good going via Cascade Division or Columbia River route, returning via Canadian Pacific Railway to either Winnipeg, Pt. Arthur, St. Paul or Minneapolis.

If Portland, Tacoma or Victoria tickets are originally purchased to read going and returning via the Northern Pacific, they may be exchanged, after reaching the coast, for tickets returning via the Canadian Pacific Railway on payment of $10 extra.

Portland or Tacoma tickets can also be exchanged at *Portland* for tickets returning via Union Pacific Railway

to Omaha or Kansas City by payment of $10 extra to the Oregon Railway and Navigation Company.

By the payment of $25 to the General Passenger Agent of either the Oregon and California or the Oregon Railway and Navigation Company at *Portland, Ore.*, holders of the Portland or Tacoma tickets can have same exchanged to return via the Shasta route, or the ocean, to San Francisco, thence via any of the southern transcontinental lines to Omaha, Kansas City, Minneola or Houston, and on payment of $31 to New Orleans or St. Louis.

CONDITIONS: All of these tickets are limited to six months from date of sale; good going trip 60 days to any one of the North Pacific Coast termini named, returning any time within final limit, which will be extended on payment of $10 for each additional 30 days given.

The usual stop-over privileges will be granted.

EXCURSION RATES PORTLAND TO PUGET SOUND POINTS AND ALASKA

Portland	to	Tacoma	and return		$9 00
"	"	Seattle	"	"	10 00
"	"	Victoria	"	"	15 00
"	"	Sitka, Alaska,	1st class		60 00
"	"	"	"	and return	110 00
Tacoma	"	"	"	1st class	53 25
"	"	"	"	and return	100 00

Meals and Stateroom included after leaving Pt. Townsend.

For further information in regard to local excursion rates from Portland, call on A. D. Charlton, Assistant General Passenger Agent, No. 2 Washington Street, Portland, Ore.

CALIFORNIA EXCURSION RATES.

The Northern Pacific Railroad has placed on sale at St. Paul, Minneapolis, Duluth, Superior and Ashland round trip excursion tickets reading via the Cascade Division, Tacoma and Portland, or Columbia River route and Portland, thence via the Shasta route, or the Ocean, to San Francisco, returning same route to starting point or by any of the southern

lines to Omaha, Kansas City, Minneola or Houston, at $95; to New Orleans or St. Louis at $101. Tickets via the Ocean, Portland to San Francisco, include meals and berth on steamer. Should the holder of a ticket reading via the Northern Pacific going and returning desire to return via one of the southern routes, he can have ticket exchanged at San Francisco for one reading to Omaha, Kansas City, Minneola or Houston, by the payment of $10 additional; to St. Louis or New Orleans, $16.

At the eastern termini of the southern transcontinental lines excursion tickets will be sold, or orders exchanged, for tickets to San Francisco, returning via either the Shasta route, the all-rail line to Portland, or the Ocean and the Northern Pacific Railroad to St. Paul, Minneapolis, Duluth or Ashland, at a rate $15 higher than the current excursion rate in effect between Missouri River points, Minneola or Houston and San Francisco.

If, however, the holder of an excursion ticket, the return portion of which reads by one of the southern lines to a Missouri River point or Houston or Minneola, desires to return east via the Shasta route, the all-rail line to Portland, and the Northern Pacific Railroad to St. Paul, Minneapolis, Duluth or Ashland, he can do so on payment of $25 to T. H. Goodman, General Passenger and Ticket Agent, Southern Pacific Railway, San Francisco, Cal.; if via the Ocean to Portland, thence via the Northern Pacific Railroad east, by the payment of $15 to D. B. Jackson, General Passenger Agent, Pacific Coast Steamship Company, San Francisco, Cal., and $10 (for exchange of ticket) to A. D. Charlton, Assistant General Passenger Agent, Northern Pacific Railroad, No. 2 Washington Street, Portland, Ore.

This additional expense of $10 for exchange of ticket at San Francisco or Portland can be avoided by purchasers designating return route via Portland and the Northern Pacific Railroad either when purchasing original ticket or exchanging same at eastern termini of southern transcontinental lines.

In exchanging tickets at San Francisco or Portland to return via the Northern Pacific Railroad, passengers should in all cases call for tickets reading via Tacoma. At Portland,

should they so desire, they can take the side trip along the Columbia River to The Dalles and return at a small cost. This enables everyone to see the Columbia River scenery, and also visit the Puget Sound country before crossing the Cascade Mountains.

Return coupons reading from Missouri River points to Chicago or St. Louis will be honored from St. Paul or Minneapolis either free, or with a small additional charge, according to the route.

Limit :—Six months; sixty days going to the first Pacific Coast common point; return any time within final limit, which will be extended on payment of $10 for each additional 30 days' time given. Stop-overs granted in either direction.

EXCURSION RATES TO MONTANA AND EASTERN WASHINGTON POINTS.

On and after April 1st, 1888, the Northern Pacific Railroad will sell from St. Paul, Minneapolis, Duluth or Ashland round trip excursion tickets, as follows:

To Bozeman, Mont., and return.....$52 00
" Helena, " " " via N. P. R. R..... 56 00
To Helena, Mont., and return, going via N. P. R. R., returning via Mont. Cent. and St. Paul, Mp'ls. and Man. Rys..... 75 00
To Butte, Mont., and return, via N. P. R. R..... 56 00
" " " " " going via N. P. R. R. returning via Union Pacific Railway to Missouri River..... 75 00
To Spokane Falls, Washington Territory, and return.. 70 00

Tickets are of ironclad signature form and require identification of purchaser at return starting point. Limit 90 days, good going 20 days, returning 10 days. Butte, Mont., ticket returning via Union Pacific, good going 30 days, returning 30 days. Spokane Falls ticket good going 30 days, returning 30 days.

Limit of $70 and $75 tickets will be extended on payment of $10 for each additional 30 days given.

Stop-overs granted at any point within limit of tickets.

ALASKA.

THE LAND OF THE MIDNIGHT SUN!

During the season of 1887 Alaska was visited by thousands of tourists, students, scientists, and business men. There was but one verdict from all, and that was that their greatest expectations had been more than realized. Indeed, it would be hard for anyone to expect more than can be found in Alaska. Since the acquisition of this vast territory by the United States Government it has been to all, until the past few years, an unknown country. But an indistinct idea was had of its vast area, mighty rivers, majestic mountains, rising from the sea fully 20,000 feet, midnight sun, glaciers that far surpass Switzerland's greatest, icebergs, curious natives, wonderful mines of gold, copper, etc., until the Northern Pacific Railroad, in connection with the Pacific Coast Steamship Company, began the sale of excursion tickets to Alaska in 1886. The travel during that year was beyond expectation. In 1887 thousands availed themselves of the opportunity to visit this new land, and the wonderful reports brought back by them and told their friends has caused the number of inquiries for more information to increase until the season of 1888 bids fair to show that Alaska will be recognized as containing wonders greater than those we travel to the old world to see.

Appreciating this fact the Pacific Coast Steamship Company will run two steamers to Alaska this season, making fortnightly trips.

These will be the large side wheel steamer Ancon and the fine iron propeller Geo. W. Elder. The Ancon will make Tacoma her starting point, calling at Seattle, Port Townsend and Victoria, while the Elder will start from Portland, calling at Seattle, Port Townsend and Victoria, but not at Tacoma.

Northern Pacific passengers can take the Ancon at Tacoma or either the Ancon or Elder at Seattle, Port Townsend or Victoria. These vessels will call at all points and places of interest.

The following is the schedule of sailing dates:

Steamers.	Leave Tacoma 4:00 a.m.; Seattle 9 a.m.	Leave Seattle a.m., Pt. Townsend and Victoria p.m.	Return to Victoria and Pt. Townsend.	Return to Tacoma.
Ancon	April 9	April 9	April 27	April 27
Geo. W. Elder		" 23	May 11	
Ancon	May 7	May 7	" 25	May 25
Geo. W. Elder		" 21	June 8	
Ancon	June 4	June 4	" 22	June 22
Geo. W. Elder		" 18	July 6	
Ancon	July 1	July 1	" 20	July 20
Geo. W. Elder		" 16	Aug. 3	
Ancon	July 30	" 30	" 17	Aug. 17
Geo. W. Elder		Aug. 13	" 31	
Ancon	Aug. 27	" 27	Sept. 14	Sept. 14
Geo. W. Elder		Sept. 10	" 28	
Ancon	Sept. 24	" 24	Oct. 12	Oct. 12

The Steamship Company reserve the right to substitute, without notice, other steamers for those named above if the demands of the service require it.

ALASKA EXCURSION RATES.

The Northern Pacific Railroad will place on sale at St. Paul, Minneapolis, Duluth and Ashland, May 1st to November 1st, a $175 round trip ticket to Sitka, Alaska.

Routes: Good going via the Cascade Division of the Northern Pacific, returning via the Columbia River Line, or *vice versa.*

Good going either of the above routes, returning via Canadian Pacific Railroad, from Victoria, B. C., to Port Arthur, or St. Paul, or Minneapolis.

Should tourist desire to change return route they can do so on payment of $10 additional at Tacoma or Victoria, according to original route of ticket.

CONDITIONS: Tickets limited to six months from date of sale, good going trip of 60 days to Portland or Tacoma, returning within final limit, holder to leave Sitka on or before November 30th.

Stop-overs granted in either direction.

From St. Paul, Minneapolis, Duluth or Ashland, to Sitka, cabin passage, unlimited	$120 00
Limited	110 00
From St. Paul, Minneapolis, Duluth or Ashland, to Sitka and return, cabin passage	175 00
From Portland to Sitka, Alaska	60 00
" " " " " and return	110 00
" Tacoma " " "	53 25
" " " " " and return	100 00

These rates include berth and meals on steamer after leaving Port Townsend. The Northern Pacific Railroad is the only route by which through tickets from the East can be purchased via Portland, Ore., and Tacoma to Alaska. Diagrams of the cabin accommodations of the Alaska steamers, berth lists, etc., can be found at the office of the General Passenger and Ticket Agent of the Northern Pacific at St. Paul, Minn.

Ample accommodations on these steamers are reserved for the patrons of the Northern Pacific Railroad, who can make selection of rooms on arrival at St. Paul, or have same reserved by calling on any authorized General or District Passenger Agent of the Company in the East.

Average time consumed in making the round trip, Portland to Sitka, Alaska (2,000 miles) 17 days.

THE GLACIERS OF MOUNT TACOMA.

One of the grandest mountains on the American continent is Mt. Tacoma. Deeply imbedded in its mighty bosom are no less than 15 glaciers, only three of which, however, have been rendered accessible to tourists. These glaciers are acknowledged to be finer than any in Switzerland, and are equal to any in Alaska. The ascent of the mountain to the height of 11,000 feet is very easily made—the first 9,000 feet on horseback.

Senator Geo. F. Edmunds, who visited the glaciers in 1883, says: "I have been through the Swiss Mountains, and am compelled to own that there is no comparison between the finest effects exhibited there and what is seen in approaching this grand and isolated mountain. I would be willing to go five hundred miles again to see that scene. The continent is yet in ignorance of what will be one of the grandest show places as well as sanitariums. If Switzerland is rightly called the play ground of Europe, I am satisfied that around the base of Mt. Tacoma will become a prominent place of resort, not for America only, but for the world besides."

OUTFITS.

At the Hotel Tacoma, at Tacoma City, careful guides and complete camping outfits will be provided on two days' notice. Excursion parties are frequently made up during the summer season, the entire trip being free from danger, even to ladies. Expenses, $50.

CLIMATE.

While the temperature of the winter months is practically that of Southern California, it is of especial interest to eastern tourists to know that the mean temperature for the months of July, August and September is 64°.

The following is a copy of the thermometric records as kept at "The Tacoma" last summer:

	Highest.	*Lowest.*	
July, 6 A.M.	67°,	51°.	Mean tem-
" 12 noon	76°,	63°.	perature for
" 6 P.M.	76°,	60°.	July, 65½°.
Aug., 6 A.M.	68°,	54°.	Mean tem-
" 12 noon	86°,	64°.	perature for
" 6 P.M.	82°,	62°.	Aug. 69⅓°.
Sept., 6 A.M.	62°,	44°.	Mean tem-
" 12 noon	71°,	51°.	perature for
" 6 P.M.	63°,	55°.	Sept. 57⅔°.

ALTITUDE OF MOUNTAINS ON PACIFIC COAST.

Tacoma,	W.T..14,444 ft.	Tyndall,	Cal...14,385 ft.
Mt. Shasta,	Cal...14,442 "	Williams,	" ...14,500 "
St. Helens,	W. T.. 9,750 "	Kaweah,	" .. 14,000 "
Adams,	" ... 9,570 "	Gardner,	" ...14,000 "
Constance,	" ... 7,777 "	Brown,	" ...13,886 "
Hood,	Ore...11,225 "	Baker,	W. T..10,800 "
Scott,	" ... 8,500 "	Jefferson,	Ore... 9,020 "
Thielson,	" ... 9,250 "	Mt. LaPerouse,	Alaska10,00) "
Diamond Peak,	" ... 5,595 "	" Crillon,	" 16,000 "
Pitt,	" ... 9,265 "	" St. Elias,	" 20,000 "
Whitney,	Cal....15,088 "		

Yellowstone National Park.

The Yellowstone National Park, embracing an area 55 miles in width from east to west, and 65 miles in length from north to south, or about 3,575 square miles, situated in the Rocky Mountain chain, was set aside by act of the United States Congress of 1872, and devoted in perpetuity to the use and pleasure of the people as a National Park.

A bill has recently passed the United States Senate, and is now before the House Committee on Territories, increasing the boundaries of the Park, the entire area added being 25,000 square miles, and clearly defining in what manner the laws and government of the Park shall be executed.

RATES

$110 BOOK TICKETS.

The $110 Book Ticket, on sale at St. Paul, Minneapolis and Duluth, Minn., Ashland, Wis., Portland, Or., and Tacoma, Wash. Ter., June 13th to September 27th; at Chicago, Ill., St. Louis. Mo., and by the principal rail lines from Atlantic Coast cities, June 12th to September 25th, covers the expenses of the round trip from St. Paul, Minneapolis, Duluth, Ashland, Portland or Tacoma to and through the Park. This includes railroad fares, one double berth in Pullman Sleeping Car, meals in Northern Pacific Dining Cars, stage transportation through the Park and accommodations for five days at the Park Association Hotels.

LIMIT AND CONDITIONS OF TICKET.

Limit of ticket 40 days, *i. e.*, good going 30 days, returning 10 days. All tickets, however, must be used in the Park before October 5th.

Stop-overs will be allowed within final limit of ticket at Billings or any point east thereof, or Helena and points west when ticket has been purchased at Portland or Tacoma. The return portion of ticket must be signed and stamped at Mammoth Hot Springs Hotel, and presented on main line train for return passage within one day from such date.

Stop-overs in the Park granted at the pleasure of tourists within final limit of ticket.

$10, $30 AND $40 BOOK TICKETS.

On sale at Livingston, Mont., and eastern and western termini from June 13th to September 27th.

The $10 Ticket includes railroad fare Livingston to Cinnabar and return, stage fare Cinnabar to Mammoth Hot Springs and return and one day's board.

The $30 Ticket includes railroad and stage fares Livingston to Mammoth Hot Springs, Norris, Lower and Upper Geyser Basins and return, and four days' accommodations at the Park Association Hotels.

The $40 Ticket includes railroad and stage fares Livingston to Mammoth Hot Springs, Norris, Lower and Upper Geyser Basins and Yellowstone Falls and Canon and return and five days' accommodations at the Park Association Hotels.

Limit.—Good if used between June 15th and September 30th, inclusive.

No stamping of these tickets required at any point in the Park.

EXCURSION RATES EASTERN TERMINI TO LIVINGSTON, UPPER GEYSER BASIN, ETC., AND RETURN.

St. Paul, Minneapolis, Duluth or Ashland to Livingston, Mont., and return	$50 00
St. Paul, Minneapolis, Duluth or Ashland to Norris and Lower and Upper Geyser Basins and return	75 00

Limit of $50 ticket and stop-over privileges same as for the $110 book tickets. Return portion of ticket must be stamped and signed at Livingston ticket office.

Conditions governing sale of the $75 RAIL-STAGE tickets, limit, identification, stop-overs, etc., same as $110 tickets.

TIME REQUIRED TO MAKE THE ROUND TRIP TO YELLOWSTONE NATIONAL PARK.

INCLUDING SIX DAYS SOUTH OF LIVINGSTON.

From St. Paul, Minneapolis or Duluth, Minn	9	days.
" Portland, Ore	9	"
" Tacoma, W. T	9	"
" Chicago and St. Louis	11	"
" New York and Atlantic Coast Cities	14	"
" San Francisco, Cal	14	"
" Liverpool, England	28	"

HOTEL ACCOMMODATIONS.

The Yellowstone Park Association controls the hotels in the Park under franchises issued by the United States Government. The large hotel at Mammoth Hot Springs will accommodate easily 300 guests and is run in the best possible manner, special attention being paid to the comfort of tourists.

Norris Geyser Basin is an eating station only. The hotel at this point was lately destroyed by fire, but ample facilities for the comfort of tourists have been provided. The Geysers are only a few minutes' walk from this point and can be visited before the onward march is begun. Virginia Falls and Cascades, two miles distant, can be reached by the new road to the Grand Canon and Falls of the Yellowstone, opened last year.

At Lower and Upper Geyser Basins are hotels and cottages that are fully capable of furnishing every comfort to the traveler. They, as well as all other hotels, are under the supervision of competent managers, and we feel justified in saying that every want of the tourist will be carefully attended to.

It is the intention of the Park Association to erect at the Grand Canon and Falls of the Yellowstone, during the season of 1888, a large and commodious hotel capable of accommodating 250 people. This will enable all to prolong their stay at this, the most interesting point in the Park. Until the

completion of the new hotel, tourists will be comfortably taken care of at the temporary cottage hotel, capable of accommodating 150 guests.

As soon as the Government completes the chain of roads connecting Upper Geyser Basin with Yellowstone Lake and the Grand Canon, a hotel will be erected at the Lake. Until then tourists can visit the Lake from the Grand Canon.

Hotel coupons in the book tickets issued by the Northern Pacific Railroad will be accepted for meals and lodgings, one or both, by the hotels of the Yellowstone Park Association, without reference to the items or location specified on the face of the coupons. This arrangement will enable tourists to use any or all of the hotel coupons at such points as they select, it being understood that, after the coupons are exhausted, the purchaser will pay regular hotel rates, *i. e.*, not more than $4 per day.

Parties purchasing the book tickets or rail-stage ticket *are not obliged to make a continuous trip through the Park*, but can make such stops at the different points of interest within the limit of the ticket as they may see fit.

Persons holding excursion tickets, who may desire to extend their visit in the Park beyond 10 days, will be given reduced hotel rates for the additional time, provided application is made at the office of any one of the Association Hotels.

Telephone communication has been established between all stations in the Park and Mammoth Hot Springs Hotel, and by means of the Western Union Telegraph Company, messages can be sent from any of the Association Hotels to any part of the world.

Mail and express service has been established between all the Association Hotels by the Northern Pacific Express Company.

TRANSPORTATION IN THE PARK.

YELLOWSTONE PARK ASSOCIATION STAGE CO. OF MAMMOTH HOT SPRINGS.

The Association operates a DAILY LINE of stages, under the management of Geo. W. Wakefield, both ways between Cinnabar, the terminus of the Northern Pacific Park Branch,

and Mammoth Hot Springs, Norris Geyser Basin, Lower Geyser Basin, Upper Geyser Basin and Grand Canon and Falls of the Yellowstone, June 15th to October 1st, the last regular stage making the round trip leaving Mammoth Hot Springs on the date last mentioned.

TIME SCHEDULE, DAILY MAIL.

SOUTH.

Leave.		Arrive.	
Cinnabar	11:45 a.m.	Mammoth Hot Springs	1:00 p.m.
Mammoth Hot Springs	8.00 a.m.	Norris Geyser Basin	12:30 noon
Norris Geyser Basin	1.30 p.m.	Lower Geyser Basin	5:30 p.m.
Lower Geyser Basin	8.30 a.m.	Upper Geyser Basin	11:00 a.m.

NORTH.

Leave.		Arrive.	
Upper Geyser Basin	8:00 a.m.	Norris Geyser Basin	1:00 p.m.
Norris Geyser Basin	2:00 p.m.	Grand Canon	4:00 p.m.
Grand Canon	10:30 a.m.	Norris Geyser Basin	12:30 noon
Norris Geyser Basin	1:30 p.m.	Mammoth Hot Springs	5:30 p.m.
Mammoth Hot Springs	2:00 p.m.	Cinnabar	3:15 p.m.

Tourists can avail themselves of the stages running on above schedule, or, singly or in parties, can arrange with the Stage Company to make the trip at their own pleasure, using their book coupons at the Association Hotels at such points as they may elect, proper credit being given for the value of the stage coupons.

YELLOWSTONE FALLS TO MAMMOTH HOT SPRINGS.

BY TRAIL OVER MT. WASHBURN.

Saddle horses can be secured from the Stage Company by anyone desiring to return from the Falls to Mammoth Hot Springs by the way of Mt. Washburn.

GRAND CANON TO YELLOWSTONE LAKE.

Anyone desiring to visit Yellowstone Lake can make arrangements with the Stage Company for either saddle horses or teams. The fishing at the Lake can not be surpassed, the waters being stocked with trout of a large size. Camp at Lake Outlet.

RATES FOR SPECIAL CONVEYANCES, ETC.

For 2 Horse Carriage and Driver, accommodating 3 people	$10.00	per day.
For 4 Horse Carriage and Driver (after expiration of book ticket), accommodating 5 people	15 00	"
For 1 Saddle Horse	2 50	"
For 1 Pack Horse	1 50	"
For 1 Guide with his own Saddle Horse	5 00	"

Ponies and Saddle Horses can be had at Mammoth Hot Springs, Grand Canon and Upper Geyser Basin.

BAGGAGE.

For one trunk between Cinnabar and Mammoth Hot Springs, 50 cents. Valises, grips, etc., carried free. Twenty-five pounds baggage carried on stages through Park, free.

NOTICE.

Money can be saved and comfort insured by purchasing at Livingston or elsewhere the "book tickets" described on pages 9 and 10. The only Hotels in the Park south of Mammoth Hot Springs are those operated by the Yellowstone Park Association.

GEYSERS AND HOT SPRINGS.

The lowest elevation of any of the valleys of Yellowstone Park is 6,000 feet above the sea, and several of them are from 1,000 to 2,000 feet higher. Mountain ranges hemming in these valleys on every side rear their proud peaks from 10,000 to 12,000 feet. There are probably 50 geysers in the Yellowstone National Park, throwing columns of water to the height of from 25 to 300 feet, and from 8,000 to 10,000 springs depositing either lime or silica. The temperature of the springs depositing lime is from 160° to 170°; that of the other 200° or more. Fifteen of the largest geysers in the world are those of the Upper Geyser Basin, Yellowstone Park — each of them throwing streams of water from 100 to 300 feet high.

TEMPERATURE IN PARK.

July — Sunrise,	55°;	Midday,	77°;	Sunset,	69°;	Mean,	67°.
August	"	50°;	"	79°;	"	66°;	"	65°.
September	"	41°;	"	66°;	"	58°;	"	55°.
October	"	41°;	"	57°;	"	52°;	"	50°.

CLIMATE.

July, August and September are the best months for tourists. There are really no intensely hot summer days. Visitors should wear woolen underclothing, and take with them rubber coats and overshoes, heavy overcoat, colored eye glasses, etc.

LAWS.

Persons visiting the Yellowstone National Park should bear in mind that the killing of game, or destruction, defacing or removal of any natural object of interest, however small, is expressly forbidden by law, any violation of which will be punished by fine or imprisonment or both. To avoid trouble, not even the smallest piece of "formation" or petrifaction should be removed.

ALTITUDE OF MOUNTAINS IN THE YELLOWSTONE PARK.

Sphinx	10,880 ft.	Lower Geyser Basin	7,252 ft.
Emigrant Peak	10,629 "	Middle Geyser Basin	7,240 "
Electric Peak	11,125 "	Upper Geyser Basin	7,330 "
Mt. Evarts	7,600 "	Yellowstone Lake	7,721 "
Bunsen's Peak	9,500 "	Grand Canon & Falls	7,710 "
Mammoth Hot Springs	6,387 "	Mt. Washburn	10,340 "
Quadrant Mountain	10,127 "	Dunraven Peak	8,867 "
Norris Geyser Basin	7,530 "	Grand Teton, Idaho	13,691 "
Gibbon River Canon	7,350 "		

LAKE PEND D' OREILLE.

Holders of first class unlimited or excursion tickets can stop over 15 days or less at Lake Pend d' Oreille, Idaho, 69 miles east of Spokane Falls. Length of lake, 55 miles; 3 to 12 miles wide; shore line about 250 miles; elevation above sea

TO PORTLAND
TO ST PAUL
M O N T A N A
YELLOWSTONE
NATIONAL PARK
IDAHO
MONTANA
WYOMING
Electric Peak
11,125
GALLATIN
RANGE
MAMMOTH
HOT SPRS
Quadrant Mt.
10,127
Heads of the
West Gallatin Riv.
Bell's Pk.
10,331
Mt. Holmes
10,578
Twin Lakes
Beaver L.
L. of the Woods
Hot Sulphur
NORRIS GEYSER BASIN
North Fork
Madison
Madison R.
Mt. Schurz
Johnson Pk.
Monument
Hot Sprs.
FIRST CANON FALLS
Lookout Cliffs
1,000 ft.
LOWER GEYSER
CAMP REUNION
Twin Buttes
FAIRY FALLS
250 FT.
Kepplers Cascade
ROCKY
MOUNTAIN DIVIDE
CONTINENTAL
DIVIDE
SHOSHONE
GEYSER BASIN
SHOSHONE LAKE
Two Ocean Pond
PROPOSED ROAD
Riddle L.
HEART LAKE
GEYSER BASIN
Red Mtn.
9,771
Mt. Sheridan
LEWIS LAKE
SCALE OF MILES.
CASCADE
Mt. Stevens
9,633
Thompsons
Dunraven Pk.
Mt. Washburn
CRYSTAL FALLS
LOWER FALLS 350 FT.
CASCADE
1300 FT.
Violet Springs
HAYDEN
VALLEY
Hot Sulphur
Sprs.
Sulphur Hills
Mud Springs
and
Geysers
Natural Bridge
Storm Pt.
Steamboat Pt.
Pellicans Roost
Stevenson's I'd
Rock Pt.
Bluff Pt.
West Bay
or
Thumb
Delusion L.
Frank's I'd
Eleo
7,788
BRIMSTONE
BASIN
Mt. Doane
10,713
Mt. Stevenson
10,420
Mt. Langford
10,779
Bald Mtn.
Garnett H.
Bison Peak
9,030
Mt. Longfellow
Mt. Norris
10,019
FOSSIL
FORESTS
Amethyst Mtn.
9,423
Bison Summit
9,000
Soda Butte
Pilot Knob
10,150
Hoodoo
Mts.
INDIAN CAMP
CAMP No.18
Saddle Mtn.
11,100
Pelican Hill
9,500
CAMP No.16
CAMP No.17
CAMP No.15
Mt. Crittenden
10,190
Stinking Water
Lake Butte
Mt. Hoyt
10,473
Grizzly Mt.
CASCADE
CAMP No.6
CAMP No.7
CAMP No.8
Cummings Cr.
Stinking Water R.
Mt. Sheridan
10,385
EAST BOUNDARY OF THE PARK
POOLE BROS. MAP ENGR'S CHICAGO.

level, 2,069 feet. Country surrounding, mountainous and heavily timbered. Railroad follows the north shore for 25 miles. Game: Mule deer, white-tailed deer, elk, caribou and moose, black and cinnamon bear, and mountain sheep. Of winged game: Geese, ducks and partridge. Fish: Salmon trout, lake trout, grayling, white fish, squaw fish.

The Northern Pacific Railroad, appreciating the great value of Lake Pend d' Oreille as a tourist and health resort, have constructed a neat and comfortable hotel at Hope, Idaho, which will be open to receive tourists from June 15th to December 1st. The hotel is located so as to afford the best possible view of the lake. Sail and row boats will be provided at reasonable rates. A small steamer can also be secured by tourists when desired, at very reasonable rates.

Tourists can secure accommodations at the Hope Hotel in advance, by calling on the General Passenger and Ticket Agent of the Northern Pacific Railroad at St. Paul, Minn., or A. D. Charlton, Assistant General Passenger Agent, at No. 2 Washington Street, Portland, Ore.

DOG TARIFF.

Dogs must be carried only in the baggage car and in charge of the train baggagemen. The latter will be allowed to collect from the owner or person in charge, as his compensation for their care, the following rates :

For any distance not exceeding 100 miles	$ 25
Over 100 miles and " " 200 "	50
" 200 " " " " 300 "	75
" 300 " " " " 500 "	1 00

For every 250 miles or fraction thereof in excess of 500 miles add 25 cents to the 500 mile rate. Baggagemen are not changed at the end of each division, but run *through* between St. Paul and Helena, and Helena and Wallula Junction.

Game in small quantities, accompanied by hunters not hunting for the market, may be carried in baggage car at owner's risk, free of charge.

Guns and fishing rods properly cased may be carried by their owners either in regular coaches or placed in the hands of baggagemen for safe keeping. In the latter case no charge must be made by the baggagemen.

Altitude of Cities and Towns.

St. Paul, Minn.....	710 ft.	Bozeman, M.T.	4,752 ft.
Duluth, "	608 "	Helena, "	3,930 "
Brainerd "	1,208 "	Butte, "	5,701 "
Fargo, D.T.....	903 "	Mullan Tunnel, "	5,548 "
Jamestown, "	1,395 "	Missoula, "	3,190 "
Bismarck, "	1,668 "	Hope, Idaho	2,108 "
Glendive, M.T.	2,067 "	Spokane Falls, W.T.	1,910 "
Miles City, "	2,353 "	Walla Walla, "	925 "
Billings, "	3,115 "	The Dalles, "	106 "
Livingston, "	4,488 "	Tacoma "	31 "
Bozeman Tun'l, M. T.	5,565 "	Portland, Ore.	30 "

PRIVATE EXCURSION CARS.

The attention of excursionists, hunting and fishing parties, and all others desiring the use of a private car, is called to the fact that the Northern Pacific Railroad have lately fitted up two (2) elegant Private Excursion Cars, designed especially for parties of the above nature, which they are now prepared to rent at very reasonable figures.

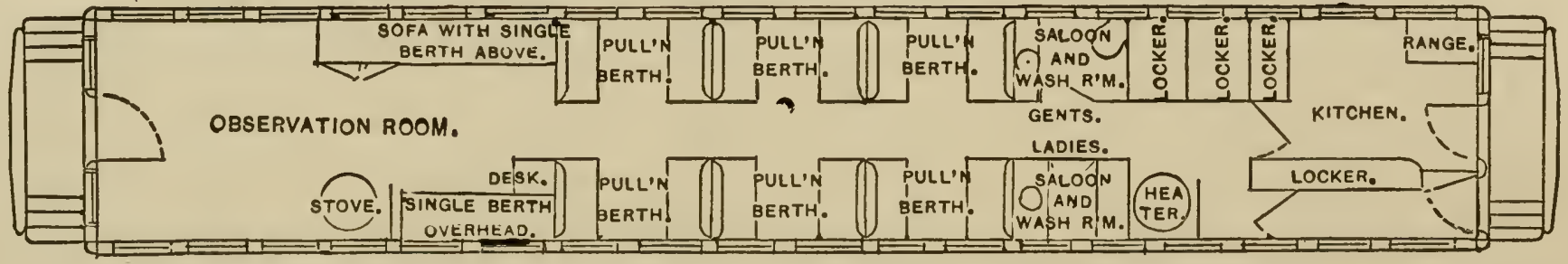
These cars are built after the plan of Pullman Sleepers, being equipped with the Miller Platform and Coupler and Westinghouse Automatic Air Brake, and contain drawing-rooms, berths, saloons (ladies' and gentlemen's), desks, kitchen, and in fact all the conveniences of a hotel car, as per diagram on next page.

If desired, cars will be provisioned, and cooks, porters and waiters furnished at actual cost.

For transportation of a special car, and a party of fifteen persons or less, fifteen full first class tickets (regular or excursion) will be required; for more than fifteen, one ticket each.

For rates and detailed information, call on or address CHARLES S. FEE, General Passenger and Ticket Agent, St. Paul, Minn., or any General or District Passenger Agent.

SPECIAL CAR No. 6.—ACCOMMODATING 16 PEOPLE.

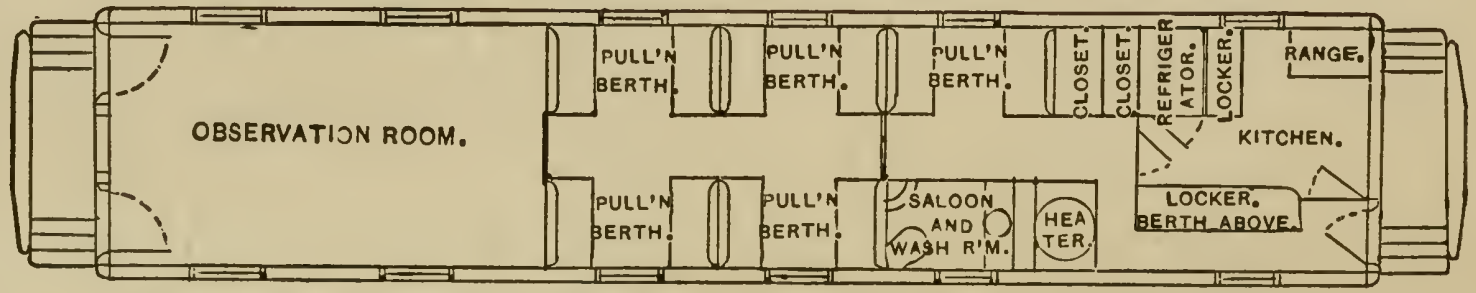


LENGTH 58 FT. OUTSIDE OF SILLS. WIDTH 10 FT. OUTSIDE OF SILLS.

HEIGHT FROM TRACK TO TOP OF ROOF 15 FT. 2 IN. CAPACITY 14 BERTHS.

PULLMAN No. 5. 6 WHEEL TRUCK, 33 IN. PAPER WHEELS.

SPECIAL CAR No. 7.—ACCOMMODATING 10 PEOPLE.



LENGTH 48 FT. OUTSIDE OF SILLS. WIDTH 10 FT. OUTSIDE OF SILLS.

HEIGHT FROM TRACK TO TOP OF ROOF 14 FT. 6 IN. CAPACITY 11 BERTHS.

PULLMAN No. 5, 6 WHEEL TRUCK, 33 IN. PAIGE WHEELS.

RAILROADS AND GAME.

"FROM THE FOREST AND STREAM"

"The hunting grounds which have been the least frequented are along the line of the Northern Pacific Railroad, and to this region the sportsman must turn if he hopes to succeed in securing a fair share of the great game, which in the old days was so plenty, and is now so scarce in the Rocky Mountain region. * * A blindly foolish and short-sighted policy has been pursued by many of the railroads leading into the game countries of the West. They have sought eagerly for the transportation of meat and hides from the regions where they were killed by hunters, forgetting that by thus encouraging the slaughter of this game, they were cutting off one of the greatest attractions to passenger traffic over their lines. Thus for the present few dollars received for freight they have thrown away the certainty of receiving vastly greater sums for the transportation of passengers.

"In sharp and striking contrast to this mistaken policy is the far broader one adopted by the Northern Pacific Railroad. For a long time, parties in the neighborhood of Lake Pend d' Oreille have been making application to the Freight Department of this corporation for special rates on wild meat, by the carload, from the lake to the east. These applications have been turned over to Mr. Charles S. Fee, the General Passenger Agent of the road, and directions have been given that all such applications for special rates shall be denied. In giving his reasons for this course, he recites that to a very considerable portion of the traveling public, the game and fish of the region traversed by the Northern Pacific Railroad constitute its chief attraction. This large and ever increasing class of travelers are well-to-do people, who have money to spend, and are thus desirable patrons of the road. Any course which will decrease the supply of the game which they seek will tend to reduce the travel over the road by this class, who will go where they believe game to be most abundant. For this reason, if for no other, the Northern Pacific Railroad desires to preserve, by every means in its power, the game which is so great an attraction to a large class of travelers. It will not give special rates on wild meat by the carload, nor by the hundred pounds. It will discourage, so far as it can, the shipping of such wild meat at all. It will, so far as lies within its power, preserve the game. * * It is encouraging, then, to see a great corporation like the Northern Pacific Railroad taking a firm and decided stand for game protection in a region where game protectors are most needed."

DINING CARS.

It is no longer necessary to remind the tourist that the only line in the United States running dining cars through to the Pacific Coast is the Northern Pacific Railroad. Their popularity with the traveling public is fully appreciated by the management, and no pains or expense will be spared to increase the efficiency of this and every other branch of the passenger service.

Meals in Dining Cars, 75 cents each.

PULLMAN SLEEPING CAR RATES.

Between St. Paul or Minneapolis and	Double Berth.	Section.	Draw'g Room.
Wahpeton	$2.00	$4.00	$7.00
Fargo	2.00	4.00	7.00
Jamestown	2.50	5.00	.....
Mandan	3.00	6.00	.....
Miles City	5.00	10.00	18.00
Billings	6.50	13.00	.....
Livingston	7.00	14.00	26.00
Bozeman	7.00	14.00	.....
Helena	8.00	16.00	30.00
Garrison	8.50	17.00	.....
Missoula	9.00	18.00	.....
Spokane Falls	10.50	21.00	40.00
Portland	13.50	27.00	52.00
Tacoma	13.50	27.00	52.00
San Francisco	18.50	37.00	70.00

Berths for single nights can be secured at local rates when they are not sold on through Pullman tickets, but as the number of sleepers run is determined by the number of berths sold from terminal points, passengers take their own chances of finding sleeping car accommodations for single nights between local stations.

Between Portland and	Double Berth.	Section.	Draw'g Room.
Albany	$2.00	$4.00	.....
Eugene	2.00	4.00	.....
Ashland	2.50	5.00	.....
Sacramento	4.50	9.00	$16.00
San Francisco	5.00	10.00	18.00

Comment on the Pullman Car service is unnecessary—the cars are the finest money will buy; the service first class in every particular.

MINNESOTA AND DAKOTA SUMMER RESORTS.

Excursion Rates.—Tickets on sale May 1st to October 27th. Good to return on or before October 31st.

St. Paul or Minneapolis to Glenwood (Lake Minnewaska) and return	$6 00
St. Paul or Minneapolis to Battle Lake and return	6 90
" " Detroit Lake " "	10 00
" " Minnewaukan(Devils Lake) and return	20 00
Ashland, Wis., to Battle Lake and return	9 00
" " Detroit Lake " "	11 50
" " Minnewaukan and return	21 50
Duluth or Superior to Battle Lake and return	6 90
" " Detroit Lake " "	10 00
" " Minnewaukan and return	20 00

Tickets good going to Minnesota resorts one day (from Ashland 2 days), to Minnewaukan, Dak. (Devils Lake), 2 days from date of sale.

LAKE MINNEWASKA.

GLENWOOD, MINN.

This beautiful body of water is located on the Little Falls & Dakota Railroad Branch, reached from the main line via Little Falls. It is 12 miles in length, 4 miles in width, and has a shore line of about 40 miles. Its shores are sandy with a pebbly beach, most of which are lined with a beautiful border of timber. The waters are cold, and clear as crystal, being fed by numerous springs, and are well stocked with all the varieties of game fish to be found in the northern lakes, such as bass, pike, whitefish, pickerel, etc. A smooth carriage road runs along the water's edge, affording a delightful pleasure to all desiring to visit the points of interest near by. Numerous pleasure boats can be hired at small cost. The hotel accommodations are good, rates being $1.50 to $2 per day or $8 to $10 per week.

BATTLE LAKE, MINN.

Situated in the midst of the famous Lake Park region of Minnesota, on the Northern Pacific, Fergus & Black Hills

Branch, is Battle Lake, reached from the main line via Wadena. The waters are well stocked with whitefish, bass, pike, pickerel, etc., and afford excellent sport to all lovers of the rod.

Within a radius of 5 miles some 17 lakes can be plainly seen. Beautiful drives lead in every direction, affording an excellent opportunity to view this lovely region. The hotel accommodations are good, there being two hotels at this point, built with special reference to summer visitors.

DETROIT LAKE.

DETROIT, MINN.

Perhaps better known than any of the lakes before mentioned is Detroit Lake, at Detroit, Minn., 230 miles distant from St. Paul, on the main line of the Northern Pacific Railroad. As a pleasure resort Detroit Lake is becoming known all over the country, and when we stop to consider that it is located on the western border of the Lake Park region; that its shore line of 37 miles is beautifully wooded; that its waters are as clear and cold as crystal—being fed by numerous springs; that its drives radiate in every direction, there being many other lakes in the immediate neighborhood, but none so large; that its elevation of 1,500 feet above the sea level guarantees, at all times, cool breezes; that its waters are stocked with every variety of fish to be found in the northern lakes, we are not surprised that the travel to this spot has steadily increased each year, until now Detroit Lake stands as the acknowledged rival of other lakes in the North that have been known as summer resorts for years past.

For the benefit of the "gentle" angler a few figures are given below showing the catch of three gentlemen in less than three days' time.

603	Pike, averaging 2½ lbs.	.....	1,507 lbs.
138	Black Bass, " 3½ "	.....	483 "
178	Rock " " 1 lb.	.....	178 "
28	Catfish, " 1 "	.....	28 "
25	Pickerel, aggregating	.....	125 "
972	Fish.		2,321 lbs

While to some ancient fishermen, who have fished in the old waters of the Middle States, counting themselves fortunate if they succeeded in getting one small fish and a good "bite" during a day, the above figures may seem large and worthy to go under the head of "fish stories;" nevertheless, they are well authenticated, and to an inhabitant of Detroit not at all surprising. If you are still unconvinced, all we could say would amount to nothing, and we can only request you to come and see, knowing that your only regret will be that you had never before tried the waters of Detroit Lake. Good hotel accommodations at Hotel Minnesota, half mile from Lake. Rates, $2 per day; per week, $10 to $14.

The following is an extract from a letter written by W. C. Harris, editor of the *American Angler:*

"This, my first letter, is as you see, from the Lake Park region of Minnesota, no section of which abounds in more beautiful waters than Becker County, of which De roit is the county seat. These lakes are without exception choice angling waters, and during a life of nearly a quarter of a century as an angler, certainly no experience with a rod has equaled in variety and weight the two days' fishing that I have had on Detroit Lake.

"Detroit is located near the western border of the Lake Park region. It is entirely free from malaria and hay fever, and a residence of a few weeks entirely removes such afflictions. It is the centre of a chain of lakes, eight in number, the principal one, Detroit, being within half a mile of the business portion of the town. To this latter water, and entirely from an angling standpoint, must be devoted this hurried letter.

"My first day upon the lake was confined to the near-by grounds, reached in half an hour by rowboat from the hotel boat house. The best of these are in the deepening waters on either side of a pebbly bar that extends across the lake. Fifteen feet distant, east or west from the bar, the fish feed in great numbers, and the fishing reminded me, in one respect, very much of my Floridian experiences of 1884. When you cast your lure (a minnow or strip of pickerel belly), you never can tell what species of fish will come to your call;

it may be a goggle eye (rock bass), a big mouth black bass (called Oswego bass here, so rapid is the growth of error even in fish nomenclature), a small mouthed black bass, a pike-perch (locally pike), a pike, the pure article, *Esox lucius*, called pickerel at Detroit, and very generally throughout Minnesota and other Western States. To the above named list of fishes may be added the yellow perch and the ubiquitous "catty," the latter reaching several pounds in weight. The rock bass run from one-half pound to two pounds, and the pike-perch from one-half pound to ten pounds, averaging perhaps two pounds; the black bass are of two to five pounds, and the small mouth variety are the most gamy of this species I have yet met with, equaling in acrobatic spirit the same fish in the running waters of the East, wherein, to my view, the *black bass more than equals in gameness the mountain trout.* The pike (pickerel locally) grow gray with age and monstrous in size. Those that I caught did not exceed five pounds, but one I *felt* weighed, of course, a *ton.* They have been taken up to twenty-eight pounds, and the skin of one adorning the walls of the sitting room of the Hotel Minnesota represents a living twenty-seven pounder. All of the above named fish can be caught in large numbers on the same grounds, a score of one hundred pounds being considered a modest record for one day on two rods.

"Briefly and to the point: Detroit Lake is the spot for the general fisher; the fish are there, and are always on the feed. Boats, guides, baits, good lunches, etc., are at hand at fair charges.

"The shooting for prairie chickens, ducks, etc., is most excellent, also the deer hunting, with an occasional black bear thrown in."

BRULE RIVER AND PIKE LAKE.

At the crossing of the Brule River by the Wisconsin Division of the Northern Pacific Railroad, 36 miles west of Ashland, Wis., is found some of the finest trout fishing in the Northwest. The river averages about 100 feet in width. Its waters are clear and cold, with high ground on either side. The best trout fishing on the river commences about

six miles above and extends eight miles below the railroad crossing, in this distance their being a number of small rapids. The trout in this stream reach a large size, catches of three and four pound fish being very common. An ordinary day's fishing on the river is 150 fish for two rods. Fair accommodations for sportsmen at Brule Station.

Pike Lake, Wis., 25 miles west of Ashland, is a summer resort. The lake furnishes very fine bass, pike and pickerel fishing. The surrounding country abounds in game of various kinds. Good hotel accommodation.

DEVILS LAKE

MINNEWAUKAN, DAKOTA.

Minnewaukan, Dakota, is located at the west end of Devils Lake, and is the terminus of the Jamestown and Northern Branch of the Northern Pacific Railroad.

Devils Lake, Dakota's inland ocean, is a vast body of salt water, closely resembling the ocean both in appearance and taste. It is about 45 miles in length, and in width varying from a few hundred yards to seven miles. The shores of the lake are exceedingly picturesque, extending 280 miles. They are well wooded, and sloping gently to the water present many points of especial beauty. Numerous islands and promontories add greatly to the general effect. The air is dry and the temperature equable.

Fishing and hunting at Minnewaukan is exceptionally fine, as the large number who have visited this new resort of the North during the last few years can testify.

Good hotel accommodation.

PLEASURE AND HEALTH.

Among the large number of health resorts along the line of the Northern Pacific Railroad that have attained more than a local reputation on account of the virtues of their waters and the natural beauty of the surrounding scenery special mention should be made of Hunter's Hot Springs, White Sulphur Springs and Medical Lake. Excellent hotel accommodations can be had at any of these resorts.

HUNTER'S HOT SPRINGS

Are situated at the foot of the Crazy Mountains 2½ miles from Springdale, Mont. The waters of these springs—the chief chemical ingredient of which is sulphur—are discharged at the rate of 2,000 gallons per minute, their temperature being from 148° to 168° Fahrenheit, and are well known as containing medicinal properties for the cure of rheumatism, gout, neuralgia and kindred diseases.

The best of accommodations are afforded guests, new cottages having been recently erected and the hotel repaired and refurnished. The bath houses have been thoroughly renovated and improved. At present there are in use a plunge bath 15x18 feet, and 14 tubs; also a new building with four tubs, plunge bath and reading and dressing rooms. For use during the summer months there is a plunge bath 105x105 feet.

Rates at the hotel are $3 per day, $15 per week, or $50 per month. These charges include use of bath.

Free hacks between Springdale and the Springs.

The hunting in the surrounding mountains and the trout fishing in the Yellowstone are unexcelled.

WHITE SULPHUR SPRINGS.

Lying 30 miles northeast of Townsend, Mont., are the noted White Sulphur Springs. The waters of these springs have proved very efficacious for invalids, as many can testify, while the natural beauty of the surrounding country is sufficient in itself to attract large numbers to this spot each year. The hotel accommodations are excellent. A daily line of stages run between Townsend and the Springs.

MEDICAL LAKE, W. T.

This truly remarkable body of water is situated 8 miles northwest of Cheney, W. T., and 16 miles southwest of Spokane Falls, W. T., on an elevated plateau, and surrounded by an ever-green border of pine, fir and tamarack timber. Its length is about 1½ miles by half a mile in width.

From a time far beyond the knowledge of the oldest in-

habitants its great medicinal properties have been known to the Indians of the North Pacific Coast. It has always been held in great veneration by them as "Skookum Chuck pe sauklee tyee illihe," or Strong Water from the Sacred Ground. Careful analytical tests show 12 medicinal properties in its waters, and many thousands bear willing testimony to physical benefits received from their use. It is estimated that no less than 5,000 people visited the lake during the past season, who, in almost every instance, claimed to have been benefited in health. There are two hotels, good bath houses, splendid drives, delightful camping places and an abundance of fish in the other lakes in the immediate vicinity. A stage leaves Cheney daily. Fare to Medical Lake, $1.

Passengers can stop off at Cheney fifteen days or less and visit the lake.

SUMMARY OF GAME LAWS.

SHOWING TIME DURING WHICH IT IS LAWFUL TO HUNT OR FISH IN THE NORTHERN PACIFIC COUNTRY.

WISCONSIN.

Wall-eyed pike and black bass, May 1st to February 1st.

Brook trout, April 15th to August 15th.

Must be caught with hook and line.

Woodcock, July 10th to January 1st.

Quail, partridge, pheasant, ruffed grouse, prairie hen and prairie chicken, sharp-tailed grouse, wood duck, mallard or teal duck, August 15th to January 1st.

Deer (buck, doe or fawn), September 15th to January 1st.

Otter, mink, marten, muskrat and fisher, November 1st to May 1st.

MINNESOTA.

Woodcock, from July 3d to November 1st.

Prairie hen, prairie chicken, white-breasted, or sharp-tailed grouse, from August 14th to October 1st.

Ruffed grouse, pheasants, quail and partridge during September, October and November.

Aquatic fowls, between sunrise and sunset, from September 15th to December 31st.

Elk, moose, deer (buck, doe or fawn), from November 1st to November 30th.

All of the above game can be hunted only with a gun held by the person discharging the same.

River salmon, mountain, hybrid, brook and speckled trout, can be taken with hook and line only, May 1st to September 15th.

All other fish, excepting whitefish, may be taken with hook and line, gun or spear, but in no other way.

This does not apply on the Mississippi, Minnesota or St. Croix rivers or Lake Superior.

DAKOTA.

Quail, unlawful to hunt.

Prairie chickens, pointed, sharp-tailed and ruffed grouse, ducks, geese, brant, plover, curlew, from September 1st to January 1st.

Fish can be taken only with hook and line.

Pike, pickerel, perch, bass and muscalonge, from May 1st to February 1st.

Elk, deer, antelope and mountain sheep, from September 1st to December 31st.

MONTANA.

Buffalo, elk, moose, white-tailed deer, black-tailed deer, mountain sheep, Rocky Mountain goat and antelope, from August 15th to January 1st — unlawful to hunt or chase with dogs.

Quail, unlawful to hunt.

Grouse, prairie chicken, pheasant, fool hens and partridges, from August 15th to January 1st.

Geese and ducks, from August 15th to May 1st.

Fish can be taken only with hook and line or spear.

Bears, mountain lions and panthers can be hunted at any time.

IDAHO.

Ducks and geese, from August 1st to April 15th.

Prairie chicken, grouse, pheasant and sage hen, from July 15th to February 1st.

Quail and partridge,—unlawful to hunt.

Buffalo, elk, deer, antelope and mountain sheep, from September 1st to December 31st,—unlawful to hunt with dogs.

Fish can be taken only with hook and line, excepting salmon, salmon trout or sturgeon, which can also be taken with seine or spear.

Bears, coyotes, panthers, lions and cougars can be hunted at any time.

WASHINGTON.

Deer or fawn, from August 15th to January 15th.

Deer can not be hunted with dogs in Cowlitz, Whatcom, Island San Juan, Mason, Kitsap and Kittitas counties.

Elk, moose and mountain sheep, from August 15th to January 1st.

Deer, moose or elk,—fire hunting prohibited.

Wild swans and ducks, from September 1st to April 1st.

Ducks can not be hunted between 8 P. M. and 5 A. M.

Prairie chicken, sage hen, grouse, pheasant, partridge and quail, from September 1st to February 1st.

Mountain, brook, bull or salmon trout can be taken with hook and line only from April 1st to October 31st.

It is unlawful to hunt ducks or any other waterfowl from a sink box or to use a battery, swivel or pivot gun on boats, or canvas, rafts, or other device.

It is unlawful to trap, net or ensnare quail, prairie chicken, grouse or pheasant, except for purpose of propagation.

OREGON.

Male deer, from July 1st to November 1st.

Female deer, from August 1st to December 31st.

Spotted fawn,—unlawful to kill.

OREGON.—CONTINUED.

Ducks and swans, from September 1st to May 1st.

Grouse, prairie chicken, bob white, quail and partridge from July 15th to December 31st, —unlawful to use traps.

It is unlawful to injure, take or kill any ringneck Mongolian pheasant, green Japanese pheasant, copper pheasant or scholmeringer, tragopan pheasant, silver pheasant, or golden pheasant.

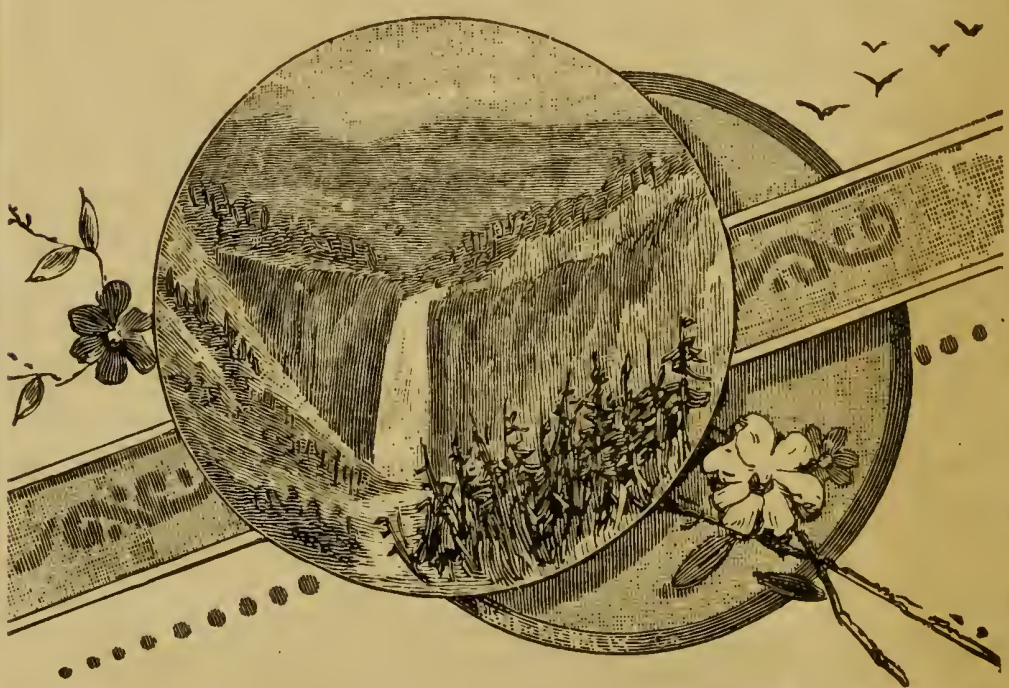
Mountain and brook trout, April 1st to October 31st, with hook and line only.

Red fish and lake trout, from January 1st to August 10th.

Salmon from the Columbia River or its tributaries can not be taken during March, August and September or at any time of the year with a net, seine or trap from sunset on Saturday to sunset on Sunday.

It is unlawful to catch or destroy fish, or attempt so to do by drugs, powder, giant powder or other explosive material.

Elk, moose and mountain sheep, from August 1st to December 31st.



AGENTS NORTHERN PACIFIC PASSENGER DEPARTMENT.

E. R. WADSWORTH, *General Agent*,
52 Clark Street, Chicago, Ill.
C. B. KINNAN, *General Agent, Pass. Dept.*,
319 Broadway, New York City
J. L. HARRIS, *New England Agent*,
306 Washington Street, Boston, Mass.
A. ROEDELHEIMER, *General Agent*,
Cor High and Chestnut Sts., Columbus, O
THOS. COOK & SON, *Tourist Agents*,
Ludgate Circus, London, England.
A. W HARTMAN, *General Agent*,
Duluth, Minn., and Superior, Wis.
A L. STOKES, *General Agent*, Helena, Mont.
JAMES MCCAIG, *City Ticket Agent*, Butte, Mont.
THOMAS HENRY, *District Passenger Agent*,
154 St. James Street, Montreal, Quebec
A. J QUIN, *District Passenger Agent*,
306 Washington Street, Boston, Mass.
J. H. ROGERS, JR., *District Passenger Agent*,
111 S. Ninth Street, Philadelphia, Pa
L. L. BILLINGSLEA, *District Passenger Agent*,
111 S. Ninth St., Philadelphia, Pa.
GEO. D. TELLER, *District Passenger Agent*,
44 Exchange St., Buffalo, N.Y.
D. W. JANOWITZ, *District Passenger Agent*,
48 South Illinois St., Indianapolis, Ind.
FRED H. LORD, *District Passenger Agent*,
52 Clark St., Chicago, Ill.
T. L. SHORTELL, *District Passenger Agent*,
112 N. Fourth Street, St. Louis, Mo.
S. H. MILLS, *District Passenger Agent*,
152 Walnut St, Cincinnati, Ohio.
ELVIN H. SMITH, *District Passenger Agent*,
392 Broadway Street, Milwaukee, Wis.
A. A. JACK, *District Passenger Agent*,
200 Fourth Street, Des Moines, Iowa
W. F. CARSON, *District Passenger Agent*,
2 Washington St., Portland, Ore.
T. S. PATTY, *Southern Passenger Agent*,
24 W. 9th St., Chattanooga, Tenn.
T K. STATELER, *Pacific Coast Pass. Agent*,
618 Market Street, San Francisco, Cal
G. G. CHANDLER, *Traveling Freight and Pass. Agent*,
901½ Pacific Ave., Tacoma, Wash. Ter.
G. W. R. GOODNO, *City Passenger Agent*,
52 Clark St., Chicago, Ill.
A. D. CHARLTON, *Assistant General Passenger Agent*,
2 Washington Street, Portland, Ore.
JAS. C. POND, *Assistant General Ticket Agent*, St. Paul, Minn.
CHAS. S. FEE, *General Passenger and Ticket Agent*,
St. Paul, Minn.
J M. HANNAFORD, *Traffic Manager*, St. Paul, Minn.

Yellowstone Park

Route.

UP3